

**PENINSULA REGIONAL TRANSPORTATION PLANNING
ORGANIZATION**

UNIFIED PLANNING WORK PROGRAM

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**PENINSULA REGIONAL TRANSPORTATION PLANNING ORGANIZATION
PROGRAM YEAR 2011 (SFY 2010 - 2011)
UNIFIED PLANNING WORK PROGRAM**

Part I: BACKGROUND and HISTORY

I. Introduction

In December 1990 the elected officials of 13 local jurisdictions from Clallam, Jefferson, Mason, and Kitsap Counties by resolution formed the Peninsula Regional Transportation Planning Organization (PRTPO) under the provisions of the Growth Management Act (RCW 47.80). The Washington State Department of Transportation (WSDOT) Olympic Region was designated as the lead agency for the development and maintenance of the Regional Transportation Plan (RTP). Regional Transportation Planning is a continually evolving process that coordinates the planning and implementation efforts of the jurisdictions and transportation interests on the Olympic and Kitsap Peninsulas.

The primary purpose of the Peninsula RTPO is to provide for cooperative decision-making by the agencies within the region in order to bring about a continuous and comprehensive transportation planning process. The following work program has been prepared for the Program Year 2010 (SFY2009-2010) Unified Planning Work Program (UPWP) for transportation planning in the Olympic and Kitsap Peninsulas Region. The work program identifies major work projects to be undertaken in the forthcoming year by the participating jurisdictions in the Peninsula RTPO. The work program further defines the implementation processes and responsibilities.

II: Peninsula RTPO Structure

The Peninsula RTPO consists of representation from four counties, nine cities, ten tribal nations, four transit agencies, 18 port districts, major employers of the region, the Washington State Department of Transportation (WSDOT), and many private organizations and residents. The regional transportation planning activities described in this UPWP covers a four county rural, exurban, and suburban region defined by the boundaries of Clallam, Jefferson, Mason, and Kitsap Counties.

The Executive Council is the governing body of the organization. Responsible for the management of the organization, it is made up of thirteen elected officials representing the four counties and nine cities. The primary function of the Executive Council is to establish the vision and goals for the Peninsula RTPO, approve policies devised from within the Peninsula RTPO, and provide the forum for coordination and cooperation of the participating agencies at the highest level of authority.

The Policy Board is a 38-member board established in the organization's bylaws to provide policy advice to the members of the Executive Council. Its membership includes representatives from counties, cities, tribal nations, transit agencies, ports, major employers, WSDOT-Olympic Region, Washington State Ferries.

The Technical Advisory Committee (TAC) provides technical advice to the members of the Policy Board and the Executive Council on all matters, which may come before either of these two bodies. Its membership consists of technical staff from the various organizations within the Peninsula RTPO. The TAC establishes subcommittees to deal with technical issues.

The Washington State Department of Transportation (WSDOT), Olympic Region serves as the lead-planning agency for the Peninsula RTPO. The lead agency performs such duties as are assigned to it by the Executive Council (provided that adequate funding is available) including, but not limited to: providing staff support and coordination for the Executive Council and Policy Board; serving as the recipient and managing available funding; hiring, supervising and managing personnel, consultants and contractors; and, providing such information as necessary to carry out the objectives of the Peninsula RTPO.

The organizational chart (Figure 1) depicts the membership of the Peninsula Regional Transportation Planning Organization (PRTPO). In most cases each of the Executive Council and Policy Board members have a designated alternate. Cities, tribal nations, ports (four ports represent the interests of 18 Peninsula area port authorities) major employers (the private sector), transit agencies, WSDOT Olympic Region, Washington State Ferries are members of the Peninsula RTPO.

III: Background and Accomplishments

General Program Management - One of the most important achievements of the Peninsula RTPO has been the organization of a regional body that has demonstrated a commitment to regional coordination and solidarity over individual parochial interests. This has been accomplished through continuous and open communications by all of the participating jurisdictions and agencies, including major employers / producers in the private sector.

Public Education Information - Throughout its existence, from its very inception, the Peninsula RTPO has maintained a desire that the general public be informed and allowed to offer input into the discussions and decision-making process. The Peninsula RTPO has implemented this desire for a pro-active public participation program by advertising and conducting open meetings, press releases, offers to make presentations to community groups, and agreeing to interviews from the press.

Regional Transportation Planning - The Regional Transportation Planning process continues to evolve and strives to improve upon itself to ensure coordination of planning and implementation by all transportation interests. Transportation planning by nature is a long-term process. Many factors need to be considered, studies conducted, funding allocated and solutions designed before projects can be constructed. The Peninsula RTPO fulfilled the role of facilitating the development of a Regional Transportation Plan (RTP). The current planning year

focuses on updating the plan. The Regional Transportation Plan will be updated through 2009 and completed in 2010

During the program year the Peninsula RTPO, in addition to completing the regulatory requirements, participated in or accomplished the following:

- On June of 2009, the Peninsula RTPO had to cancel its annual transportation tour with a boat tour of the Hood Canal Bridge Project work due to dangerous winds and waters..
- On September 18, 2009, Mike Cummings from Puget Sound Regional Council (PSRC), presented a presentation to the group and responded to questions as to the status on the development of PSRC's 2040 Transportation Plan.
- On November 20, 2009, Paul Parker from the Transportation Commission briefed the Executive Council/Policy Board on the Statewide Transportation Policy Plan.
- On November 20, 2009, Judy Lorzeno from the WSDOT Transportation Planning Office briefed the Executive Council/Policy Board about the Statewide Multimodal Plan.
- On November 20, 2009, Jay Alexander from WSDOT briefed the Executive council/Policy Board about the Statewide Highway System Plan.
- The Legislative Outreach - Committee actively developed a regional approach to its transportation legislative priorities in 2009. The RTPO worked through a number of meetings to reach consensus on the criteria to use on the RTPO's ten top transportation projects and studies it wanted funded through the legislature. The Legislative Outreach Committee held an informational outreach luncheon meeting for the Peninsula Region legislators on December 3, 2009, which was well attended by the Peninsula Region legislators.

IV: Key Transportation Issues

The Peninsula RTPO has articulated the following key regional goals, which support the State Transportation Policy Goals:

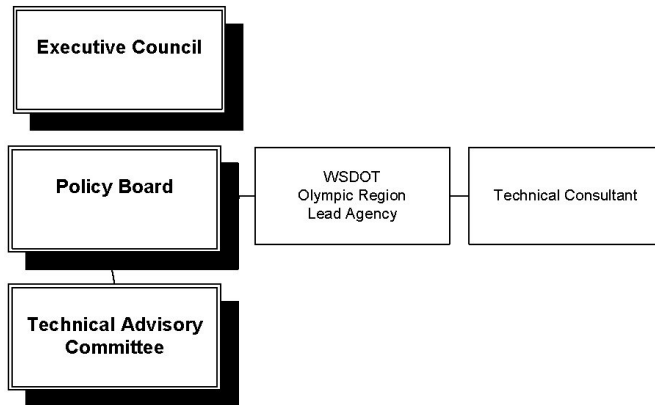
- **Preserving and maintaining the system** and yet improving the system to meet demands of providing safe and efficient infrastructure in the rural, exurban, and suburban areas of the Peninsula RTPO region.
- **Improving links to/from the Peninsula** via the Hood Canal Bridge, ferries, and highways, as well as connections for increased transportation demand to Canada. Build some redundancy in the transportation system, as there is only "one-way-in and one-way-out". The region is dependent on the state highway system--primarily US 101, SR 104 (Hood Canal Bridge), and SR 3 for access to the peninsula. Flooding, slides, and extreme seasonal tourist traffic emphasize how fragile the peninsula environment/geology is.
- **Better partnerships** – In order to better compete for project grant funding, the organization will coordinate its efforts on rural and exurban areas grant issues.
- **Importance of funding projects** - In order to attain an efficient transportation system funding is required to complete projects and studies. The Peninsula RTPO promotes the funding of transportation projects within the region to maintain and preserve its existing transportation system.

- **Improving the region economy** - The economy of the peninsula region has been traditionally resource-based; however, this is changing with tourism as one of the contributors. With the loss of resource-based jobs and revenue, the region looks to diversify its economy and ensure the availability of effective transportation corridors. This necessitates maintaining, preserving, and enhancing the transportation infrastructure in the rural and exurban areas, which will allow for increased economic opportunities, access to employment centers, and access to services.
- **Adequate funding for Rural and Exurban Transit agencies and special needs transportation.** Because of the rural and remote nature of the region, there are long distance between residences and population/job centers. Providing transportation options for the low-income and elderly population is important. The rural transit systems within the region need funding to adequately service their special needs populations, particularly Clallam and Jefferson Counties have large senior populations.
- **Freight mobility** Most of the freight moves along state highways within the Peninsula Region. Much of the state highway system on the peninsula will not be widened within the foreseeable future so the funding of passing and climbing lanes could provide an alternative to move freight more easily through the region.

Figure 1

PENINSULA REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Organization Chart



PRTPO Membership

Executive Council

Clallam County
 Jefferson County
 Kitsap County
 Mason County
 City of Bainbridge Island
 Bremerton
 Forks
 Port Angeles
 Port Orchard
 Port Townsend
 Poulsbo
 Sequim
 Shelton

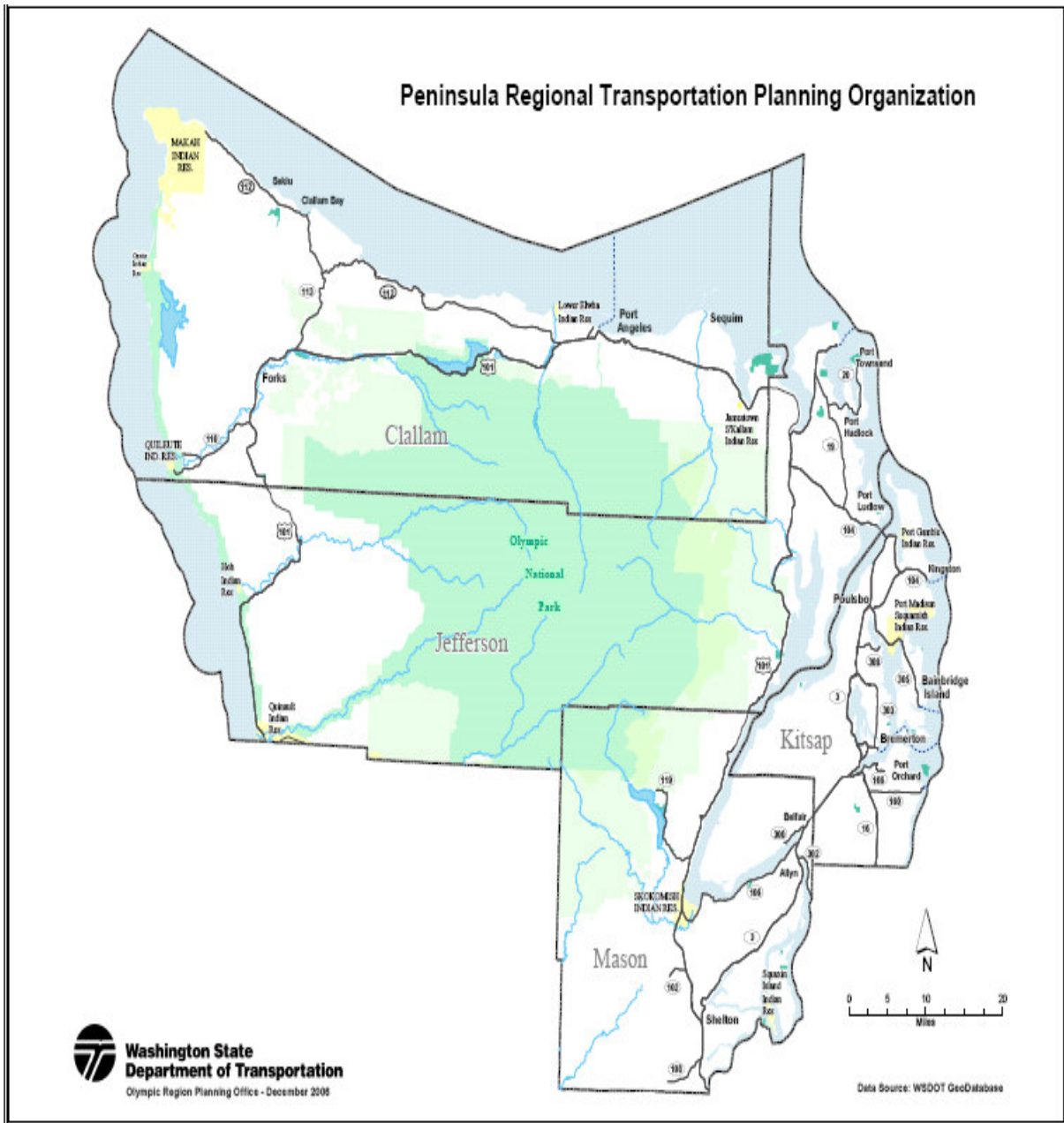
Policy Board

Clallam County
 Jefferson County
 Kitsap County
 Mason County
 City of Bainbridge Island
 Bremerton
 Forks
 Port Angeles
 Port Orchard
 Port Townsend
 Poulsbo
 Sequim
 Shelton
 Clallam County Port Districts
 Jefferson County Port Districts
 Kitsap County Port Districts
 Mason County Port Districts
 Clallam Transit
 Jefferson Transit
 Kitsap Transit
 Mason Transit
 WSDOT, Olympic Region
 Washington State Ferries
 HOH River Tribe
 Jamestown S'Klallam Tribe
 Lower Elwha Klallam
 Makah Tribe
 Port Gamble S'Klallam Tribe
 Quileute Tribal
 Quinault Nation
 Skokomish Tribe
 Squaxin Island Tribe
 Suquamish Tribe
 Port Townsend Paper
 Victoria Clipper
 Paratransit

Technical Advisory Committee

Clallam County
 Jefferson County
 Kitsap County
 Mason County
 City of Bainbridge Island
 Bremerton
 Forks
 Port Angeles
 Port Orchard
 Port Townsend
 Poulsbo
 Sequim
 Shelton
 Clallam County Port Districts
 Jefferson County Port Districts
 Kitsap County Port Districts
 Mason County Port Districts
 Clallam Transit
 Jefferson Transit
 Kitsap Transit
 Mason Transit
 Washington State Ferries
 HOH River Tribe
 Jamestown S'Klallam Tribe
 Lower Elwha Klallam
 Makah Tribe
 Port Gamble S'Klallam Tribe
 Quileute Tribal
 Quinault Nation
 Skokomish Tribe
 Squaxin Island Tribe
 Suquamish Tribe
 Port of Hoodspport
 Paratransit

Figure 2



**PENINSULA REGIONAL TRANSPORTATION PLANNING ORGANIZATION
PROGRAM YEAR 2011 (SFY 2010- 2011)
UNIFIED PLANNING WORK PROGRAM**

Part II: PROGRAM YEAR 2011 - WORK SCOPE

I. Introduction

The Peninsula Regional Transportation Planning Organization (RTPO) maintains an open and participatory process of communication, coordination and collaboration among its member jurisdictions, agencies and employers. This work program, which has been developed for Program Year 2011 (SFY 2010-2011), will continue to implement its goals, strategies and programs and respond to the State and Federal planning areas of emphasis.

II. Work Program Efforts

A. General Program Management

Purpose and Objectives

Program Management consists of the tasks to be completed by the lead agency to provide administrative support and management functions to manage and coordinate the regional transportation planning program and fulfill state reporting requirements. Program management functions are those which must be performed to accomplish planning functions identified in this UPWP. As the lead agency, WSDOT Olympic Region Planning Office provides management and staff support for the regional transportation planning process.

Work Elements

- Administer the Peninsula RTPO Transportation Planning program.
- Provide administrative support to Executive Council (EC), Policy Board (PB) and Technical Advisory Committee (TAC), to include coordinating and scheduling meetings, facilitating meeting discussions, recording and transcription functions, preparation of meeting packets, agendas, and mailings.
- Provide and coordinate committee support to subcommittees as established by the Peninsula RTPO to address issues of significance to the Peninsula RTPO.
- Provide on-going communication and coordination between the Peninsula RTPO, WSDOT, and Federal agencies to include participating on the WSDOT MPO/RTPO Coordinating Committee and its appointed subcommittees.
- Coordinate and provide administrative support for the Peninsula RTPO process to implement grant programs, which are administered through the Peninsula RTPO. These programs are primarily funded with federal and state formula grant funds.
- Provide a central point of contact in obtaining and distributing information pertaining to the Peninsula RTPO.
- Attend conferences and workshops relating to Peninsula RTPO planning and issues.
- Provide staff support to assist the legislative outreach committee continue in developing and implementing its legislative outreach focus and activities.

- Maintain and update membership listings. The staff will coordinate the designation of new members onto the Executive Council, Policy Board, and TAC.
- Develop and manage program year work plan and budget that is responsive to state and federal planning requirements and/or guidance.
- Prepare and monitor contracts and work agreements as deemed necessary for Peninsula RTPO contracted services or projects.
- Prepare required documentation to include but not limited to the UPWP, annual report, etc.
- Prepare an annual Report of Progress including summary of work during the course of the fiscal year.

Products

Documents and support services necessary to continue a forum of cooperation for regional decision making. These include preparation of meeting packets and agendas, special reports and correspondence for the Peninsula RTPO, annual work program (UPWP), annual report, policy statements, resolutions, and technical memorandums.

B. Public Education/Information

Purpose and Objectives

Increase public awareness of the Peninsula RTPO. Public outreach/information during Program Year 2011 will focus on developing strategies to inform the general public as well as member jurisdictions of the efforts of the Peninsula RTPO and its regional transportation issues and priorities. The responsibilities for public education/information will be shared between the Peninsula RTPO member jurisdictions.

One of the major educational/public outreach projects of the Peninsula RTPO is the legislative outreach program. The Peninsula RTPO's central transportation improvement theme for the region is that all transportation improvements enhance the efficiency of the Peninsula Region's existing transportation system. The Peninsula RTPO annually establishes transportation priorities which reflect this major transportation theme and presents them, through its Legislative Outreach Committee, to the region's legislators.

Work Elements

- Develop public information and communication opportunities to increase the public awareness of the Peninsula RTPO, to include but not limited to; Speaker's Bureau (to be made available to members for their use), annual report for public dissemination to highlight Peninsula RTPO efforts, informational meetings, and web-based and traditional materials.
- Familiarize new Peninsula RTPO representatives about the Peninsula RTPO, its purpose and efforts through development information packets, Speaker's Bureau, etc.
- Continue to support and maintain the current Peninsula RTPO web page as to increase its effectiveness to educate and inform the public on the organization as well as disseminating organizational information to the Peninsula RTPO members.
- Continue to provide assistance and coordination for the Peninsula RTPO legislative outreach and education events and opportunities, which include the Legislative Outreach Committee meetings, legislative priorities updates and meetings with legislators.

Products

- Targeted communications such as Orientation packets, Speaker Bureau presentations, informational brochures and newsletters, etc. to increase public awareness of Peninsula RTPO accomplishments and issues.
- Public notices regarding meetings and opportunities for public involvement.
- Informational brochures identifying the RTPO priorities and meeting coordination for legislative outreach and education events and opportunities.
- Public information meetings, agendas, and summaries.
- Website and links.

C. Regional Transportation Planning

Purpose and Objectives

Transportation planning efforts are to maintain and operate a regional transportation planning process that supports effective and cooperative regional transportation decision-making. Planning efforts encompass long-range comprehensive objectives of local jurisdictions, port districts, transit agencies, tribes, as well as state and federal areas of emphasis.

Work Element

- The main effort of the Peninsula RTPO for the next year is to complete the updating of the entire Regional Transportation Plan (RTP) by the end of the calendar year 2010. This effort includes coordinating the update of the Regional Transportation Plan (RTP), with the goals and objectives identified in the 2007 WTP; and updating the region's transportation strategies.
- Develop a six-year Regional Transportation Improvement Program (RTIP) based on programs and projects as identified by local jurisdictions, transit agencies, tribes, and WSDOT within the region. Assist cities, ports, transit agencies, and tribes in developing compatible data for inclusion in the State Transportation Improvement Program (STIP).
- Coordinate the update of the Public Transit/Human Service Plan. Coordination will include:
 - In 2010, manage the consultant to update the Public Transit/Human Service Plan, which is required to be completed by August of 2010.
 - Coordinate the public outreach elements of the plan update with countywide partnership groups on the Olympic and Kitsap Peninsulas.
 - Work with PSRC and TRPC on public transit/human service planning and other regional issues.
- The Peninsula RTPO, TAC members and staff will participate in providing information, monitoring and review of statewide planning documents as they are developed to ensure regional issues and policies are addressed. These include, but not limited to, Moving Washington, Washington Multimodal Transportation Plan (WTP) and Highway System Plan (HSP) updates. Efforts will include keeping the Executive Council/Policy Board apprised of statewide plan development.

- Regional/State/Local Plan Coordination –
 - Review local jurisdiction and transit comprehensive plans, including countywide planning policies, for consistency with the Regional Transportation Plan.
 - Continue to implement the adopted review process for certification of local comprehensive plans and maintain the required documentation.
- Support and participate in the SR19/20 Corridor Study being developed by WSDOT which is scheduled to be completed by the beginning of 2010. Update the Executive Council/Policy Board and TAC on the RDP progress.
- Support and monitor the SR 302 Corridor Study, which is scheduled to be completed by mid 2010. Update the Executive Council/Policy Board and TAC on the study progress.
- Support and participate follow-up steps to the strategies recommended in the Bremerton Economic Development Study (BEDS). The Executive Council Policy Board and TAC will be updated on these strategies by the study managers in 2010. The Peninsula RTPO plans to be involved in the implementation of the BEDS recommendations where applicable.
- Continue implementation of transportation and growth management planning – efforts in this Growth Management Act (GMA) work element are continuous.
- Maintain a regional forum for discussion, update and refinement of regionally significant transportation issues to include inter-regional coordination.
- The Peninsula RTPO will support the Governor's Energy Independence and Climate change Executive Order by participating in meetings and reviewing documents and position papers.
- The Peninsula RTPO will support and plan for WSDOT's economic development and freight initiatives within the Peninsula Region, which will help the region's economy.
- Conduct quarterly Non-Motorized sub committee meetings to help prepare for a future regional non-motorized plan.
- Conduct a planning process that increases the safety and security of the transportation system for motorized and non-motorized users.

Products

- Annual six-year Regional Transportation Improvement Program (RTIP) and amendments as needed.
- Update of the Public Transit/Human Service Plan as required. Accomplishment of this item will be dependent on funding availability.
- Consistency review and certification of adopted local comprehensive plans and the RTP.
- Updated Regional Transportation Plan.
- Informational papers and presentations for state or federal legislative representatives.

- Attend MPO/RTPO Coordinating Committee meetings.

D. Federal Planning Requirements

Purpose and Objectives

The Peninsula RTPO must carry out a regional transportation program that complies with all state and federal guidance and planning area of emphasis. Some of these requirements are ongoing while others are annual efforts. During the program year the Peninsula RTPO will address those areas that focus on compliance with SAFETEA-LU until the federal surface transportation act is renewed.

Federal Surface Transportation Act Renewal- The Peninsula RTPO will be monitoring this effort. The Peninsula RTPO will work closely with WSDOT, MPOs and other RTPOs in analyzing proposed federal surface transportation act bill elements, attending meetings, participating in conference calls, or reviewing comments to proposed legislation in order to ensure the Peninsula RTPO issues are presented.

Work Elements

- Continue to coordinate the Peninsula RTPO work efforts that focus on compliance with SAFETEA-LU requirements where resources allow.
- Monitor and participate in development of the Federal Surface Transportation Act renewal where resources allow.
- Conduct a planning process that increases the safety and security of the transportation system for motorized and non-motorized users.

Products

- Begin updating the Public Transit/Human Service plan for the Peninsula RTPO region, which is a requirement of SAFETEA-LU.

III. Program Year 2011 - Work Budget

Task/Element	Funded Work
General Program Management	\$22,000
Public Education/Information	\$10,000
Regional Transportation Planning	\$68,862
State/Federal Areas of Emphasis	\$18,222
Estimated Total Effort	\$119, 084

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**PENINSULA REGIONAL TRANSPORTATION PLANNING ORGANIZATION
PROGRAM YEAR 2011 (SFY 2010-2011)
UNIFIED PLANNING WORK PROGRAM**

Part III: PROGRAM YEAR 2012 - WORK SCOPE

I. Introduction

The focus of the Program Year (PY) 2011 UPWP is on achievable outcomes during the 2010-2011 biennium. During the PY 2012 (SFY 2011-2012) Work Program, the Peninsula RTPO will continue efforts to implement the goals, strategies, projects, and programs defined by the Peninsula RTPO during the previous Program Year. Efforts will also include responding to state and federal areas of emphasis. The Peninsula RTPO is funded on an annual basis, therefore, the following work program efforts for program year 2012 are considered un-funded.

II. Work Program Efforts

A. General Program Management

WSDOT Olympic Region, as lead agency for the Peninsula RTPO will continue to provide administrative support and management functions which must be performed in order to manage and coordinate the regional transportation planning program and fulfill state reporting requirements.

B. Public Education/Information

Public information during PY 2012 will continue to update the general public on regional transportation planning issues. Efforts will include implementing public awareness strategies such as communicating with legislative representatives.

C. Regional Transportation Planning

Transportation planning efforts during this program year will be a continuation of work efforts that will evolve out of the previous year work efforts. Specifically the primary focus and emphasis of this work year will be completion of the Regional Transportation Plan (RTP). The Peninsula RTPO also will address state and federal areas of emphasis that the Peninsula RTPO was not able to take action upon due to funding restrictions. Work elements that could be addressed are as follows:

- Regional/State/Local Plan Coordination - Continue the consistency/certification review of local and county comprehensive plan and transportation elements for consistency with the regional transportation plan and ensure that it conforms to the appropriate requirements of RCW 36.70A.070 (GMA).
- Grant Programs – assisting local jurisdictions with identifying and applying for grant opportunities, and with training member agencies on successful grant writing techniques. Coordinate the updating of the public transit/human service plan to help Peninsula RTPO members stay eligible for this funding.

- Regional Transportation Improvement Program (RTIP) - The Peninsula RTPO will continue to develop a six-year Regional Transportation Improvement Program (RTIP), and continue to assist counties, cities, ports, transit agencies, and tribes in developing compatible data for inclusion into the State Transportation Improvement Program (STIP).
- Conduct and manage a technical assistance grant from the National Park Service, if approved, to develop a regional non-motorized plan.
- Coordinate review of local comprehensive plans during the seven year update scheduled by the GMA. Evaluate level of service methodologies used by cities and counties within the Peninsula RTPO to promote consistent regional evaluation of transportation facilities and corridors.

D. Federal Planning Requirements

Purpose and Objectives

The Peninsula RTPO must carry out a regional transportation program that complies with all state and federal guidance and planning area of emphasis. Some of these requirements are ongoing while others are annual efforts. During the program year the Peninsula RTPO will address those areas that focus on compliance with SAFETEA-LU until the federal surface transportation act is renewed.

Federal Surface Transportation Act Renewal- The Peninsula RTPO will be monitoring this effort. The Peninsula RTPO will work closely with WSDOT, MPOs and other RTPOs in analyzing proposed federal surface transportation act bill elements, attending meetings, participating in conference calls, or reviewing comments to proposed legislation in order to ensure the Peninsula RTPO issues are presented.

Work Elements

- Continue to coordinate the Peninsula RTPO work efforts that focus on compliance with SAFETEA-LU requirements where resources allow.
- Monitor and participate in development of the Federal Surface Transportation Act renewal where resources allow.
- Conduct a planning process that increases the safety and security of the transportation system for motorized and non-motorized users.

III. Program Year 2012 - Work Budget

Task/Element	Estimated Funding Level
General Program Management	\$22,000
Public Education/Information	\$10,000
Regional Transportation Planning	\$68,862
Respond to State/Federal Emphasis Areas	\$18,222
Estimated Total Effort	\$119,084

PENINSULA REGIONAL TRANSPORTATION PLANNING ORGANIZATION UNIFIED PLANNING WORK PROGRAM

Part IV: UNFUNDED WORK PROGRAM

I. Introduction

The Regional Transportation Planning work efforts considered by the Peninsula RTPO have been very ambitious and are limited only by funding constraints. In addition, there are other work efforts which the Peninsula RTPO feels are important to the long-range development of the regional transportation system, but which cannot be accomplished because of funding limitations. This element of the Work Program document describes those work items.

II. Work Program Efforts

Regional Transportation Planning

Regional Modeling Capability

Most of the Peninsula RTPO is tied to US 101, which is the transportation backbone of the Olympic Peninsula. While SR 3 provides the major southern east-west access point between the Olympic and Kitsap Peninsulas for freight and commuters, more development is occurring along U.S. 101 and it is becoming increasingly congested. A modeling capability would allow the region to more effectively correlate land and transportation use on a regional basis. A single region-wide model could be used by all agencies of the organization to evaluate current and future traffic conditions.

Modeling capabilities would allow the Peninsula RTPO to perform concurrency analysis as well as provide a means to monitor the performance of the RTP. The combination of consistent region-wide forecasts based on land use plans and a single region-wide model fundamentally ensures compliance with GMA consistency and requirements since all agencies would be operating with the same assumptions and utilizing the same tools.

Estimated Cost - \$750,000 - \$1 Mil per biennium.

Regional Trails Plan

The Regional Trails Plan would offer a vision for a region-wide trail network that connects people with places not just within each county. Such a plan could also look beyond the Peninsula RTPO borders for potential connections with neighboring counties. Building on county plans, the Regional Trails Plan would provide an assessment of region wide bicycle and pedestrian transportation needs, establish objectives, goals and strategies for improving connections and increasing coordination and provide a trail systems blueprint.

Estimated Cost - \$75,000

Mapping for Regional Trails Plan

Development of the regional trails plan includes mapping the existing county trails in the four-county area and showing existing gaps in the trails network. This mapping is necessary to develop a regional trails system blueprint as one of the first steps toward developing an actual regional plan.

Estimated Cost - \$10,000

Trip Reduction Strategy within Jefferson County

During the SR 19/SR 20 Route Development Plan (RDP) a trip reduction strategy program based on an innovative program implemented in Whatcom County was identified as a possible strategy to help decrease congestion in the SR 19/20 Corridor. The Peninsula RTPO supports such a strategy and development of a pilot trip reduction strategy project. Although the Whatcom program is designed for a metropolitan area, this could be the test case for a program in a rural area. The SR 19/20 corridor provides such an opportunity.

A trip reduction strategy program would promote transportation by walking, bicycling, sharing rides, and riding the bus. The program would help reduce traffic congestion, build a more efficient transportation system that provides more mobility and access for less cost, provide health benefits to individuals, strengthen social connections, create a more vibrant local business community, and reduce greenhouse gas emissions and other types of air and water pollution. The program encourages people to try alternatives to driving alone and rewards those who are already making participating in the program.

The initial cost to start such a pilot program - \$1.5 mil. Phase I would be a Feasibility Study (\$104,000) that would establish the configuration of a comprehensive program to encourage the use of transportation alternatives serving the Quimper Peninsula. Phase II (\$1,350,000) would be the implementation phase of the comprehensive program (3 years).